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Avery Landing

Avery, ID - EPA Region X POLREP #1 - Initial

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On-Scene Coordinator - Earl Liverman, On-Scene Coordinator
5/17/2012
Non-Time-Critical - Removal Action
Pollution Report (POLREP) #1
Start Date: 5/29/2012


Site Description

The Site is the location of a former railroad maintenance and refueling facility for the Chicago, Milwaukee, St. Paul, and Pacific Railroad (Milwaukee Railroad). The coordinates for the Site are latitude 47.2539000; longitude 115.8408000.

The Site was used as a maintenance and refueling facility for the Milwaukee Railroad from 1907 until 1977. The facility included a turntable, roundhouse, machine shop, fan house, engine house, boiler house, storehouses, coal dock, oil tanks, and a pump house. Activities included refueling trains, using solvents to clean engine parts, cleaning locomotives, and maintaining equipment. The facility was located at the end of an electric rail line from the east; at the facility, trains switched to fuel oil and/or diesel locomotives. Fuel oil was stored on-Site in a 500,000-gallon aboveground storage tank (AST). The Milwaukee Railroad began to operate electric locomotives in the mid-1910s and continued until the mid-1970s. All railroad-related structures were removed in the late 1970s and early 1980s. The Site is currently vacant except for a seasonal cabin.

The Site is within the narrow St. Joe River Valley, which is in the St. Joe National Forest District of the Idaho Panhandle National Forests. There are generally steep mountains to the north and south of the St Joe River, including directly north of Highway 50 from the Site. Land uses in the area around the Site are largely rural and recreational, which is consistent with its location surrounded by a national forest. The St. Joe River is a popular recreational waterway that is often used for kayaking, rafting, and fishing. There are several areas of commercial land nearby, including a motel and recreational vehicle park across the river.

The St. Joe River is used for wildlife habitat, recreation, and drinking water for downstream residents. The segment of the St. Joe River adjacent to the Site that could be impacted by contaminants found at the Site has the following designations: special resource water, domestic water supply, primary contact recreation, cold water communities, and salmonid spawning. The following threatened or endangered species are present in the vicinity of the Site: Canada lynx (*Lynx canadensis*) and Bull trout (*Salvelinus confluentus*).

There are four (4) ownership interests associated with the Site, including those of the United States, Larry and Ethel Bencik (Benciks), Potlatch Land and Lumber, LLC (PLL), and the Idaho Department of Lands (IDL). The property of the United States at the Site is administered by the Federal Highway Administration (FHWA).

There is substantial information indicating that human health and environmental impacts are present at the Site. A petroleum plume of heavy oil and diesel is present in subsurface soil and groundwater and is migrating toward and discharging to the St. Joe River. Additionally, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), carcinogenic and non-carcinogenic polycyclic aromatic hydrocarbons (PAHs), polychlorinated biphenyls (PCBs), and metals are present in subsurface soil and groundwater at the Site.

The commingled mixture of hazardous substances and oil found at the Site present an immediate risk to public health or welfare or the environment. Analytical results for hazardous substances show that VOCs, SVOCs, carcinogenic and non-carcinogenic PAHs, PCBs, and metals present in subsurface soil, sediment, surface water, and groundwater exceed applicable federal and/or state guidelines. Nearby seasonal residents, recreationists, commercial or municipal employees, and/or trespassers could be exposed to the Site contaminants found in subsurface soil and groundwater if engaged in subsurface disturbance activities. Although not open to the public, access to the Site is unrestricted and ingress and egress can be gained from both land and water. There are no physical barriers restricting access or institutional controls such as well drilling prohibitions to minimize the potential for human exposure to Site contamination by limiting land or resource use.

Ecological receptors may be exposed to Site-related contaminants present in Site media, and the Site-related contaminants may cause adverse effects in sensitive receptors. Ecological receptors can become exposed to Site contaminants through direct contact with the contaminants of concern mixed with oil and with water and sediments contaminated by the contaminants of concern mixed with oil; ingestion of the contaminants of concern mixed with oil and water and sediments contaminated by the contaminants of concern mixed with oil; and through the food chain by consuming animals and plants that have accumulated Site-related contamination.

Following the removal evaluation, an Engineering Evaluation/Cost Analysis (EE/CA) was prepared by EPA. The EE/CA summarizes available data on the characteristics of the Site, evaluates the actual or potential human health and ecological threats posed by the Site contaminants, evaluates a limited number of cleanup alternatives appropriate for the Site, and recommends a cleanup alternative to achieve Site cleanup goals. The EE/CA was available for public review and comment for 45 days beginning 26 January 2011. Following public comment and evaluation of the EE/CA, the action memorandum was approved on 5 July 2011.

Current Activities

The removal action will require two construction seasons to complete. During 2012, EPA will perform the cleanup action on the Bencik, FHWA, and IDL properties. Additionally, EPA will perform cleanup of the PLL property boundary transitions to safeguard against contamination of clean property. During 2013, Potlatch with EPA oversight will complete cleanup of its property.

Final project management, planning, design, and implementation activities are occurring in anticipation of mobilizing to the Site on 29 May 2012. The project is expected to require 4 to 5 months to complete in 2012.

Planned Removal Actions

The selected removal action consists of engineering and institutional controls, the excavation of an estimated 90,000 cubic yards of clean overburden to be set aside for reuse as backfill material, the excavation and off-Site disposal of an estimated 50,000 cubic yards of soil contaminated with hazardous substances and oil, importation of an estimated 50,000 cubic yards of clean structural material for use as backfill material, removal of an existing treatment/recovery system and debris, removal and reconstruction of a segment of Highway 50, removal and reconstruction of a segment of the St. Joe River bank, implementation of construction and greener cleanup best management practices, and long-term monitoring and maintenance.

For approximately the first two weeks, the initial Site activities will focus on the establishment of the Site operations area, including infrastructure, roadways, water treatment system, soil stockpile and dewatering areas, and truck staging areas.

Next Steps

Once the Site operations area is established, the next steps will consist of the excavation of clean overburden and construction of several test pits to better understand Site subsurface conditions.

The next POLREP will be submitted on or about 18 June 2012.

Key Issues

Funding is provided by EPA \$3,162,500, FHWA \$3,000,000, and PLL \$1,750,000 (or \$7,912,500).

Cost Information through 5/17/2012

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
Intramural Costs				
Total Site Costs	\$0.00	\$0.00	\$0.00	0.00%

The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

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